

# MEMO

**DATE:** November 8, 2005

**TO:** Transportation and Communications Committee (TCC)

**FROM:** Al Bowser, Lead Regional Planner  
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**RE:** I-405 (LA County) Carpool Lanes Briefing

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## SUMMARY:

Mr. Edward Andraos, P.E., Caltrans 07 will present and discuss the extensive environmental planning process the Department is conducting on the Sepulveda Pass Project (NB I-405, between National Boulevard and Greenleaf Street) in West Los Angeles.

## BACKGROUND:

Consistent with the adopted 2004 RTP, Caltrans is working to complete continuous High Occupancy Vehicle Lanes on both sides of Interstate 405 between I-5 in Los Angeles County to the El Toro Y (I-5) in Orange County.

The project development process for this segment of the HOV Lane System began in 2002 with public scoping meetings. The results of public comment lead to the refinement of five alternatives to be analyzed in the environmental phase of project development. Furthermore, SAFETEA-LU earmarked substantial funding to advance implementation of the project, and project development restarted in earnest in June 2005 with the selection of a consultant team to assist Caltrans.

The tentative new schedule is as follows:

- |               |  |
|---------------|--|
| ▪ Winter 2006 | Technical Studies Complete                   |
| ▪ Fall 2006   | Circulate Draft EIR/EIS for Public Review    |
| ▪ Summer 2007 | Final EIR/EIS approval (recommended project) |

Attachment



## SEPULVEDA PASS PROJECT

## Interstate 405 Northbound High Occupancy Vehicle Lane Project National Boulevard to Greenleaf Street

### PROJECT BACKGROUND

The California Department of Transportation (Caltrans) is working to complete continuous High Occupancy Vehicle lanes, also known as carpool lanes, on both sides of Interstate 405 (I-405), between Interstate 5 in Los Angeles County to the El Toro Y (I-5) in Orange County.

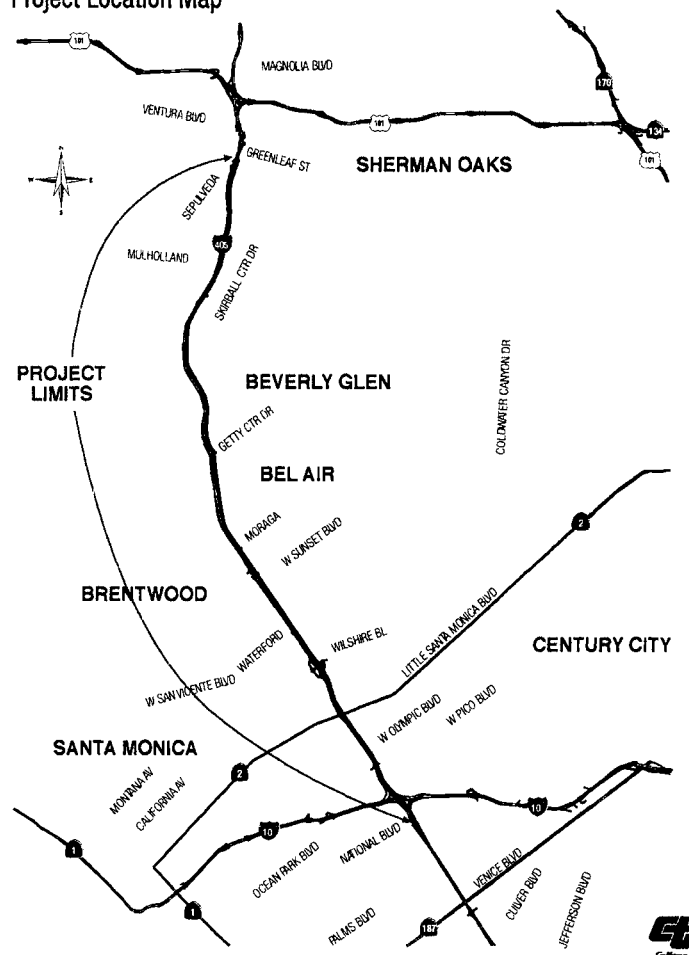
Benefits of adding HOV lanes:

- Improve mobility by moving twice as many people as a regular traffic lane (during peak hours)
- Decrease commute times for all drivers
- Promote ridesharing
- Reduce traffic congestion
- Enhance traffic safety
- Reduce air pollution

Construction is taking place over several years as funding is available.

As part of the overall HOV lane program, Caltrans is currently planning the segment along the northbound I-405, between National Boulevard (just south of Interstate 10) and Greenleaf Street (just south of US Highway 101). This project, known as the Sepulveda Pass Project, is undergoing an extensive environmental planning process. This process began with scoping meetings held in January 2002 at which, alternatives were presented for public review and comment. Based on public input, the initial alternatives have been refined and narrowed to five that will be analyzed in the Draft Environmental Impact Report/Statement (EIR/EIS). The EIR/EIS will be available for public review when completed. A new consultant team was selected in June 2005 to assist Caltrans in preparing this Draft EIR/EIS

LA Route 405 Northbound HOV Lane from National to Greenleaf Project Location Map



## **REFINED ALTERNATIVES**

### **Alternative 1: No Build**

The no build alternative would provide no additional improvements to the I-405 Sepulveda Pass corridor.

### **Alternative 2: Standard At-Grade Northbound HOV Lane**

This alternative would widen I-405 to add a northbound HOV lane between National Boulevard and Greenleaf Street. The HOV lane would be constructed to current design standards that include 12-foot freeway lanes, median, and shoulders. The only section that would have exception to design standards would be the I-10/I-405 interchange

### **Alternative 3: Standard At-Grade Northbound and Southbound HOV Lane**

This alternative includes all the improvements in Alternative 2 (above) and will also standardize the southbound lanes, median and shoulders (except at the I-10/I-405 interchange).

### **Alternative 4: Four Lane Viaduct Structure**

This alternative would construct an elevated structure or viaduct in the median with a total of four HOV lanes – two in each direction. The addition of one mixed flow lane at-grade would be included in each direction of I-405. Freeway lanes, medians and shoulders would be standardized with the exception of the I-10/I-405 interchange.

### **Alternative 5: Transit Enhancement**

This alternative includes Alternative 4 and involves design features that would facilitate increased carpool, bus and potential rail use in the corridor. An on-and off-ramp exclusive for HOV lanes and bus use will be constructed near the northbound I-405 to eastbound Wilshire Boulevard off ramp. The elevated structure would be constructed to accommodate potential future conversion for rail options.

## **PROJECT SCHEDULE**

The original project schedule called for the Draft EIR/EIS to be circulated as early as August 2003. Due to state budget constraints, this original schedule was delayed. The current plans include re-initiating some of the old contracts for needed studies that were canceled due to budgetary constraints. Once these contracts are re-initiated we will be able to better define a new schedule.

Our tentative new schedule is as follows:

- Winter 2006      Technical studies complete
- Fall 2006        Circulate Draft EIR/EIS for public review
- Summer 2007    Final EIR/EIS approval (recommended project)

## **FOR ADDITIONAL INFORMATION**

If you wish to be on a mailing list for actions concerning this project, update your mailing address or receive information on this study, please contact Amy Pettler, Environmental Planner at (213) 897-8081 or via e-mail at [Amy\\_Pettler@dot.ca.gov](mailto:Amy_Pettler@dot.ca.gov). Thank you!